





is equal to two." But though it  
is thing to build upon premises  
still a man who is dissatisfied











# Supplement TO THE SYDNEY MORNING HERALD

MONDAY, MARCH 18, 1850.

## SYDNEY FIRE INSURANCE COMPANY.

Chairman, T. W. Smart, Esq.  
Deputy Chairman, Charles Kemp, Esq.  
Directors,  
Thomas Agers, Esq. J. B. M. Rober, Esq.  
Thos. Holt, Esq. W. B. Scott, Esq.  
Surveyor—James Hume, Esq.  
Secretary—George King, Esq.

The Directors of the Sydney Fire Insurance Company call the attention of the public to the following reduced Scale of their Rates of Premium:

SECTION A.—Slated buildings, 6s. to 12s. per cent.  
SECTION B.—Shingled buildings, 8s. to 15s. per cent.  
SECTION C.—Weather-boarded buildings, 10s. to 20s. per cent.

FIFTY PER CENT. of the Premium will be returned on the renewal, for twelve months, on all yearly Policies, so that the actual cost of Insurance will be ONE-HALF only of the above Rates.

Application for Insurance to be made to the Secretary, at the Office of the Company, No. 397, Pitt-street.

GEORGE KING, Secretary.

5789

## BANK OF NEW SOUTH WALES.

NOTICE is hereby given, in pursuance of the 17th Article of the Deed of Settlement of this Bank, that a Special General Meeting of the Shareholders will be held at the Banking-house, George-street, at noon on Thursday, the 28th day of March instant, for the election of a duly qualified Director to supply the vacancy occasioned by the resignation of William Lawson, Esq., and for such other business as may then be brought forward.

By order of the Board of Directors,  
JOHN BLACK, Cashier.

Bank of New South Wales, Sydney, March 12. 4699

## AUSTRALIAN MUTUAL PROVIDENT SOCIETY, 487, George-street, opposite the Barrack Gate.

The Directors meet on Wednesdays, to receive proposals for Life Assurance on Single Lives, Joint Lives, and First of two Lives.

Deferred and Reversionary Annuities.

Reductions in favour of Children.

The scales of Premiums are moderate.

The Profits are divided amongst the insured.

Reductions in the Premiums will be made on first class lives.

Loans made on Security of Insurance and Annuity Policies.

The payments of Premiums may be made quarterly if required.

The Tables of Rates, Forms of Proposals, and all information, may be obtained at the Office of the Society from 10 to 4 daily.

WILLIAM PERRY, Secretary.

2781

## PRO BONO PUBLICO.

Winbourn, near Molong, December 4, 1849.

SIR,—I now return thanks for an almost miraculous cure, effected by your medicine.

For some two years back I had been attacked by dropsy, to which I thought I must fall a victim, my limbs being so swollen as to render me utterly useless to myself, and a burden to others.

Having purchased, by a friend's advice, a box of Holloway's Ointment from Mr. Murray, in Molong, I was induced to persevere, and I am now, by the goodness of God, and by the help of these inestimable medicines, restored to perfect health; and for the benefit of those who labour under a similar complaint, I have the greatest pleasure in giving it publicly.

I remain, Sir, Your obedient servant,

WILLIAM JOHNSON.

To Mr. J. K. Heydon.

Holloway's Pills and Ointment may be obtained of the wholesale agent, Mr. J. K. Heydon, at the Depot, 78, King-street, Sydney, and by appointed sub-agents throughout the Australian colonies.

1748

## CABINET AND UPHOLSTERY FURNITURE.

FOR SALE, at HUNT'S WARE-ROOMS, in Jamison-street, in great variety, of a quality, fashion, and workmanship not to be surpassed in the colony.

Families and individuals desiring C.N. Hunt with a visit may depend upon meeting with a good assortment, and may be furnished with sketches and patterns for any article requiring to be manufactured.

FLOORCLOTHS, for large rooms and halls, of handsome patterns, and well seasoned.

ENGLISH HORSEHAIR MATTRESSES made to order, warranted free from smell.

THE TRADE supplied with rosewood and mahogany veneers, prepared split cane, and plate glass, various sizes.

November 24. 850

## NOTICE.—All letters addressed to the Sydney Morning Herald Office must be prepaid, or they will be refused.

## NOTICE OF REMOVAL.

WILLIAM CARSS begs to notify to his friends and the public in general, that he has removed from the HUYRA RIVER, to those commodious premises THE KING'S HEAD INN, (late occupied by Mr. M. Hooper) in LOWER GEORGE-STREET, directly opposite the WATER POLICE OFFICE, where he hopes to be favoured with a continuance of that patronage which he has so long enjoyed.

March 13. 4518

## NOT VERY IMPORTANT, BUT RATHER ADVANTAGEOUS TO THOSE REQUIRING A GOOD, GENUINE, AND SERVICEABLE ARTICLE, AT A FAIR AND REASONABLE PRICE.

THE best, largest, and most varied stock in the colony, consisting of—gold and silver watches of every description, solid gold jewellery, sterling silver plate and plated ware, genuine nickel silver and electro-plate, musical and silver snuff boxes of various sizes, silver racing and presentation cups, mugs, and salvers, spectacles, eye glasses, goggles, telescopes, microscopes, &c., with numerous other articles connected with the trade, will be found at

J. J. COHEN AND SON'S, Manufacturing Jewellers and Silversmiths, Watch and Clock Makers, and Practical Opticians, Temple of Fashion, 479, George-street, (Near the Bank of New South Wales.)

Very superior workmen in the various branches, are permanently employed in their manufactory, and they are enabled to complete articles from a sketch in a space of time worth

## FIVE HUNDRED POUNDS.

Orders and repairs promptly attended to, and particular attention paid to the watch and optical departments.

Old plate, watches, trinkets, gold and silver coins, pearls and gems, purchased or taken in exchange.

11261

## TO COUNTRY STOREKEEPERS, SHIPPERS, AND DRAPERS.

ON SALE, at the Stores of the undersigned—

A general assortment of Drapery, Slopes, Blankets, &c., suitable for the season.

BRAMES AND KERLE, Hunter-street. 4418

## TO DRAPERS, STOREKEEPERS, AND SHIPPERS.

ON SALE, at the Stores of the undersigned, a general assortment of Drapery, Woollens, and Haberdashery, suitable for all markets and seasons.

Also, Brandy, Rum, and Geneva, Oilman's Stores, and Groceries.

ABRAM BRIERLEY, Sussex-street. 2694

## BOONOMOY versus PROFUSION.

TAKE CARE OF THE PENCE, AND THE POUNDS WILL TAKE CARE OF THEMSELVES.

LAVERS AND CO.'S PENNY PASTE BLACKING.

J. V. LAVERS AND CO. take the present opportunity, which the influx of settlers and others into Sydney during the

WOOL SEASON offers them, of again introducing the above article to public notice, on account of its manifest superiority to Liquid Blacking, being much less expensive, far more portable, and one-third of the price of the latter.

To be obtained of any of the Sydney Grocers, or of the undersigned.

J. V. LAVERS AND CO., 355, George-street, Sydney.

## PORT FAIRY BEEF, PRIME QUALITY.

K. CAMPBELL, Circular Quay.

1923

## FOR SALE, at the Warehouse of the undersigned—

Hysonskin tea, in chests and halves, (a large proportion of half-chests) (Congo, in chests and halves) Souchong, in half-chests

Young hyson, imperial, and gunpowder tea, in boxes

Sugars—Pampanga, Tsal, Zebu, and China brown

Ditto, a small quantity of brewers' Manila superior cigars

An invoice of China silks—satins, nankeens, &c.

Manilla rum, in hogheads

Cognac brandy, in hogheads a carre's Gin, in hogheads

An invoice of gimps, fringes, braids, ribbons, &c.

New Zealand spears, richers, &c., just landing from the Swallow.

&c., &c., &c.

HENRY MOORE, Deloitte's Wharf, February 14. 4080

## LEECHES.

A SUPPLY always kept by the undersigned. A liberal allowance to the profession or the trade.

Terms—Cash.

R. PORTER, 210, George-street. 489

## A Watch or Clock represents the mind of man, and will assure him that life is but a span.

His reasoning powers, the active Balance shows.

Thoughts are the Hands, declaring how it goes. Conscience, the Regulator, sets it right.

The Chain, reflection, wound up every night. With self-examination as the Key.

The figured Dial your heart should be.

THE Undersigned begs to inform merchants, shipowners, captains of vessels, and the public generally, that he has just received to order, ex Prince of Wales, from one of the most eminent makers in England, a superior ASTRONOMICAL REGULATOR, with all the recent improvements; and as none of the public clocks can be depended on, he has now set it up, for the express purpose of giving the above parties the correct time. The public are therefore informed that the undersigned will feel a pleasure in attending to setting and regulating their watches by the above splendid TIME-KEEPER, FREE OF CHARGE.

DAVIS' GOLD AND SILVER WATCHES.

D. D. begs to add, that he has also received, per same vessel, as usual, direct from the manufacturer, another case of gold and silver watches of the very best finish, comprising every variety in modern use, which makes his stock by far the largest and best assorted in the colony. Purchasers can now select from a stock of above 500 watches of the following description:—

£ s. d.

Gold horizontal watches, in neatly engraved or engine-turned double-backed gold cases, with elegantly embossed dials, jewelled in four holes, with going barrel to continue the action while winding, fitted in a morocco case, and warranted for two years ..... 6 10 0

Silver patent lever watches, in double-backed engine-turned cases, capped and jewelled, detached escapement, maintaining power, and all the latest improvements ..... 4 10 0

Silver horizontal watches, with elegant silver dials, in engraved or engine-turned double-backed cases, jewelled in four holes, with going barrel, to continue the action while winding ..... 3 15 0

Silver vertical watches, in double-backed engine-turned cases, jewelled and finished in the best style ..... 5 3 0

A large assortment of superior patent lever and vertical watches, in strong silver hunting cases, well adapted for the bush, from £4 to £50 ..... 5 10 0

A variety of strong second-hand silver watches, all in good order, for farm servants' use, from £1 10s and upwards.

Every Watch sold at this establishment is warranted for twelve months, and a written guarantee given; should the watch require regulation, fresh oil, or other attention within the period of warranty, it will be done free of charge. After that time it will be cleaned and adjusted on the payment of 2s. 6d. if of the vertical construction, or 3s. 6d. if of the lever or horizontal, and no further charge will be made for attention during the then succeeding twelve months, any extra cost in case of accident may be known on enquiry when the watch is left.

Customers in the interior are informed that should any inaccuracy or defect appear within twelve months of purchase, the carriage from any part will be paid, the error rectified free of charge, and the purchaser only allowed to be at the expense of the carriage to his residence.

The warranty is considered void should the watch with which it is given be put into the hands of another watchmaker—this regulation is necessary, in consequence of the injury done to watches by incompetent workmen.

An immense stock of watch glasses now on hand, which will be fitted as usual at the reduced price of one shilling.

D. D. begs respectfully, in thanking the merchants, settlers, storekeepers, and the public generally for the liberal patronage bestowed on him during the past year, to assure them that he has engaged a very superior Geneva workman, lately arrived from Switzerland, in order that the above parties may have their Geneva or horizontal watches cleaned and repaired in a careful and workmanlike manner.

The following is the scale of charges for cleaning watches:—

Watches of the vertical construction ..... 2 6

" " patent lever ..... 3 6

" " Geneva or horizontal ..... 4 0

All watches passing through this establishment will be properly timed by the

ASTRONOMICAL REGULATOR.

No connection with any other house in the city.

Observe the address,

D. DAVIS, Watchmaker, 475, George-street. 4727

## CAMPEDOWN STRAMING-DOWN ESTABLISHMENT.

THE above is now in operation, and will receive Stock to be rendered into tallow, on application to the subscriber, on the premises; or at Reiby Cottage, George-street.

JAMES BOOTH, 3538

## FOR SALE, at the Warehouse of the undersigned—

THE CARGO OF THE BELGIAN SHIP COBRANTE, CAPTAIN RADOU, FROM ANTWERP:

1500 Cases Geneva

49 Cases brandy

100 Cases champagne, very superior

400 Cases claret

30 Cases liqueurs, assorted

30 Cases Havannah cigars

25 Cases tobacco

100 Cases tobacco pipes—300 gross

74 Cases loaf sugar

18 Cases crushed lump sugar

85 Cases and cases containing jars butter

22 Cases sardines

78 Packages preserved meats

30 Cases wax candles

15 Cases of perfumed soaps

4 Cases eau de cologne

150 Barrels and common musket, as

10 Cases sporting gunpowder

23 Cases firearms—muskets, fowling-pieces and pistols

1 Case percussion caps—500,000

1000 Boxes window glass

10 Ditto stained glass

6 Cases looking glasses

4 Ditto pictures and oil paintings

26 Ditto marble table tops, polished

14 Ditto black and white marble

1374 Pieces marble pavement

9 Cases porcelain ware

31 Ditto glassware

19 Ditto earthenware

3 Ditto vegetable and flower seeds

2 Ditto painted books

64 Ditto paper and account books

8 Cases oilcloth

1 Bale carpets

2 Cases blankets

6 Ditto haberdashery and millinery

2 Ditto ribbons

13 Cases hats

7 Ditto caps

10 Ditto bonnets

15 Ditto boots and shoes

20 Cases and cases ironmongery, cutlery, &c.

100 Barrels nails

5 Cases printed cottons

14 Machines for making saltst water, &c.

with powder

26 Refrigerators

63 Cases Epsom salts

4 Bottles muriatic acid

18 Cases medicines

1 Case coffee machines

3 Serraphines

2 Cases perfumery

3 Ditto clocks, &c.

3 Cases boiled linseed oil

2 Cases canvas, and 10 bolts

16 Cases and patent yellow metal sheet—3 Cases /ing and nails

245 Packages white, black, and green paint, in jars

10 Cases matches

4 Ditto wall paper

4 Cases brushware

10 Cases wearing apparel

112 Sheets zinc

An invoice of blocks, mast-hoops, jars, and handspikes

HENRY MOORE, Deloitte's Wharf, Miller's Point. 3645

## JUST RECEIVED, ex Prince of Wales and Achilles, and on sale at the Stores of the undersigned—

25 Hogsheds West India rum, strong

20 Ditto Martell's brandy

150 Cases Geneva

30 Hogsheds Taylor's and Whitebread's stout.

THOMAS FARRELL, Wine and Spirit Merchant, 459, George-street. 4791

## SHIP BISCUIT, well prepared or long voyages, of various qualities, at the lowest prices, to be had at

THOS. BARKER AND CO.'S, Steam Mills, Sussex-street. 224

## FOR SALE, FINE NEW PATRAS CURRANTS, in carrels

Jordan almonds, split peas, preserved salmon

Carbonate soda, cream tartar, tartaric acid

Rochelle salts, ginger, essence of lemon, linseed

Sulphur, soda, bluestone, saltpetre, &c., &c.

Also, Fine cotton wick

Soda ash

Fire bricks, &c.

R. W. ROBINSON, King-street West. 4683

## PATENT FELT.

LANDING ex Fenyard Park, a few bales Borradaile's Patent Felt.

L. AND S. SPYER 4554

## ALE AND PORTER.

ALLIOPP'S No. 3 Ale, in hogsheds

Bour's London Stout, in ditto

Brown Bottled Ale and Porter, 3 dozen casks

Allopp's Ale, in 3 and 24 dozen casks

10019 L. WALL SCOTT AND CO.

## LIVERPOOL SALT.

For Sale by S. WILKINSON, Junr., Macquarie-place. 4369

March 7.

THE undersigned will make cash advance on wool for consignment to R. Brooks, Esq., London.

16211 R. TOWNE.



**DAVID JONES AND COMPANY** have much pleasure in soliciting the attention of ladies, their numerous friends, and the public generally, to the following list of **NEW AND FASHIONABLE GOODS** now landing, and which will be ready for inspection on **MONDAY, the 18th instant.**

Rich flounced, tucked, and hemmed muslin robes, single and double skirts.

§ 1260. §

Rich French satin, lute, and gauze bonnet and cap ribbons.

Black bone ditto  
Black and white bone and metal four holes, and  
a general assortment of tailors' trimmings of  
the best quality

---

1305.

Cambric longcloths

Stores, far surpasses both in flavour and soundness any ever imported before; sold in any quantity.

A. DREUTLER,  
P. P. VICTOR PROVOIS.  
Sydney, March 15. 4923

**M**R. A. BOGUE being about to

Wools bought, sold, or valued on commission, and advances made on consignments to his friends in London, where every attention will be paid in order to obtain the highest rates.

**FREDERICK EBSWORTH.**  
Queen-street or Miller's Point.

£300.  
**THIS** Sum to lend, at a moderate rate  
of interest, to be secured on City pro-  
perty. For particulars apply at the Office of  
**MR. HAYWARD,**  
Solicitor, 88, King-street.  
4823

[REDACTED]



ENGLISH EXTRACTS.

THE ARCTIC EXPEDITION.

Report of the Proceedings of Her Majesty's ships *Enterprise* and *Investigator*, between the 13th of July, 1848, and their arrival in England on the 3rd November, 1849. [The following communication will be presented with profound interest, being a full report of the proceedings of her Majesty's ships *Enterprise* and *Investigator*, under the command of Captain Sir James Ross, between the date of his last despatch to the Secretary of the Admiralty, from Upernivik, in July, 1849, and the arrival of the expedition off Scarborough, on the 3rd of this present November.] In accordance with the intentions expressed to the Secretary of the Admiralty, in my letter of the 13th of July, 1848, her Majesty's ships *Enterprise* and *Investigator* sailed on that day from the Danish settlement of Upernivik. By running through an intricate archipelago of islands, which lies off the main land, and seems to keep off the pressure of the main pack, we succeeded in passing the position in which the whale ships had been so long detained, and made every day some advance to the northward, until the 20th, when we made fast to a berg around Cape Shackleton. Here we were joined by the Lord Gambier, of Hull, Mr. R. Hill, master, who informed me that, having run to the southward with all the rest of the whaling ships, and having carefully examined the pack edge for any opening that might lead them to the westward, he had come to the conclusion there was not the smallest chance, from the close, compact, and heavy nature of the ice, for any ship crossing to the west coast of Baffin Bay this season. He had, therefore, returned to the north, and expected that all the other ships would soon follow him, and endeavour to round the north end of the pack; he spoke very confidently of being able to accomplish this by the first week of August, and promised at any rate to remain in company with us until the 3rd of August. We cast off from the berg early the next morning, towing the ships through loose streams of ice towards some lanes of water, which had opened out during the calm which prevailed all night. Our progress was, however, very slow during this and the next few days, and our situation often difficult and dangerous. On the morning of the 20th, when off the Three Islands of Baffin, in latitude 74 degrees N., we were surprised, on the fog clearing off, to see the Lord Gambier about eight miles distant, standing under all sail to the southward, thus disappointing us of the only remaining means of forwarding information of our proceedings to their lordships; and this was the more annoying as we had only the evening before passed within a quarter of a mile of her when, upon any signal of their intention of going to the southward, we would have placed on board of her all our letters and despatches. Her enterprising commander deserves the highest praise for persevering along so far beyond all his fellows, and, had it depended on him, I believe he would not have left us until we had got through the great difficulty of Melville Bay. We pursued our course to the northward under varying circumstances of perplexity, anxiety, and success; for although I could not but feel assured that we should eventually get through the Melville Bay barrier, yet calms and light winds so greatly impeded any movement in the pack, that day after day passed away until the season had so far advanced as to preclude every hope of accomplishing much, if anything, before the setting in of winter. No exertions, however, were spared to take advantage of every opportunity of pushing the ships forward until the 20th of August, during a heavy breeze from the north-east, the ships, all under the sail they could carry, bore through a pack of ice of but moderate thickness, but having amongst the heavy masses mingled with the lighter ice that covered the larger surface through which it was necessary to drive the ships at all hazards. The shocks they sustained during this severe trial were great, but fortunately without serious damage to them. We gained the clear water at four P.M. on the 20th of August last, in latitude 76 degrees north, and longitude 98 degrees west, and steered direct for Ponds Bay, where I felt assured of meeting with the whale ships, if any should have crossed to the west land, and might learn from them if the *Erebus* and *Terror*, or their party in boats, had passed along that shore, and also with a view to communicate with the Esquimaux, who annually visit the coast, and from whom we might have derived information of our absent friends. On the 23rd, we made the land about ten miles to the southward of Ponds Bay, and could trace the line of the main pack close in against the land, at a distance of three or four miles to the southward, so closely pressed home as to leave no room for ships or boats to pass between it and the shore. We next stood into Ponds Bay and hove to, within half a mile of those points upon which the Esquimaux are known to place their summer residences, firing guns every half hour, and with our glasses closely examining every part of the shore without being able to discern any human being. From Ponds Bay we commenced a rigid examination of the coast to the northward, keeping the ships close in along the land, so that neither people nor boats could pass without our seeing them. Opposed by a strong current, although going before the wind between two and three knots through the water, we found by the result of all our observations, as well as by uttering marks on the land, that we were sometimes carried astern against the wind. On the 26th, we arrived off Possession Bay, and a party was sent on shore to search for any traces of Sir John Franklin's expedition having touched at this general point of rendezvous. Nothing was found but the paper left there recording the visit of Sir Edward Parry in 1819. The paper was very much damaged, but, by careful washing and sitting together, nearly every word was clearly deciphered. [It is preserved.] From this point we continued the examination of the coast with equal care, for we fully expected every hour to see those of whom we were in search, and the most vigilant look out was kept aloft and from the deck. On the 1st September, we arrived off Cape

York, and a party was sent on shore to seek for our friends, and to fix a conspicuous mark at this remarkable point, in which was placed a paper for the guidance of any party that might fall in with it. This service was performed by Lieutenant McClintock, with much skill, under very difficult circumstances. Every day we are in the practice of throwing overboard a cask from each ship, containing papers with information of all our proceedings, guns were fired during foggy weather, and blue lights and rockets during the hours of darkness, the ships being kept under such easy sail that any boat seeing the signals might have reached them. The general tenor of the information thus distributed along the coast was, to acquaint Sir John Franklin, or any of his party, that as the whale ships had not been able to cross to the west land of Baffin Bay, they could have no hope of assistance from them, and recommending them to make for Port Leopold, where I intended to form a depot of provisions, and perhaps leave the *Investigator* to winter there. They would, at any rate, with the provisions, find a notice of the position in which the nearer ship was passing the winter. It therefore became necessary to push for Port Leopold to fulfil these promises, for had any of his party met with one of these notices, they would assuredly have gone to that point. We accordingly stood over from Cape York towards North-East Cape, until we came in with the edge of a pack, too dense for us to penetrate, lying between us and Leopold Island, about fourteen miles broad; but as we could perceive that it was still in motion, we hoped that a few days might produce a favourable change, and in the mean time we stood over to the north shore of Barrow Strait, to seek a harbour further to the westward, and to examine the numerous inlets of that shore. Maxwell Bay and several smaller indentations were thoroughly explored, and although we got near the entrance of Wellington Channel, the firm barrier of ice which stretched across it, and which had not broken away this season, convinced us all was impracticable in that direction. We now stood to the south-west to seek for a harbour near Cape Rennell, but found a heavy body of ice extending from the west of Cornwallis Island, in a compact mass, to Leopold Island. Coasting along this pack during stormy and foggy weather, we had difficulty in keeping the ships free during the night, for I believe so great a quantity of ice was never before seen in Barrow Strait, at this period of the season. With the thermometer at fifteen degrees every night, young ice formed rapidly, and became so thick as to frustrate all our exertions to pass through some of the streams. Nevertheless, after some days of anxious and arduous work, we succeeded in getting through the pack which still lingered about Leopold Island and North-East Cape, and entered the harbour of Port Leopold on the 11th September. Had we not got into port on that day it would have been impossible to have done so any day afterwards, the main pack, during the night, having closed the land, and completely sealed the mouth of the harbour. We had now, at any rate, accomplished one material point, and were rejoiced to find the anchorage, of which we had before been much in doubt, well adapted to our purpose; and it was desirable to secure a good position for one ship. I resolved that it should be the winter quarters for the *Investigator*. I had much satisfaction the next morning to find how perfectly our steam launch fulfilled our expectations in an experimental cruise about the harbour, before proceeding in her to the westward in search of a harbour for the *Enterprise*, as it was now beyond probability, from the early setting in of winter, and the unbroken state of the ice, to reach Melville Island this season. The pack at the harbour's mouth, however, still prevented our immediate departure, and all our energies were devoted to landing a good supply of provisions upon Whaler Point. In this service the steam launch proved of infinite value, conveying a large cargo herself, and towing two deeply laden cutters, at the rate of four or five knots, through the sheet of ice which now covered the harbour, and through which no boat unaided by steam could have penetrated beyond her own length. The place selected for the depot was upon the low south-east point which forms the chief protection to the harbour, two miles distant from our anchorage. This work was not only tedious, but sometimes hazardous, and the flocks of thin ice folding over each other, and thus forming an obstacle at times difficult to overcome. Indeed our operations were interrupted by the ice in the harbour becoming so thick as to require all our attention to the ships themselves. A prevalence of strong easterly winds had caused the pack to press so heavily against the outer margin of the harbour ice, that the ships were carried away with their anchors so far up towards the head of the bay that they were grounded at low water. All hands from both ships were set to work to cut a canal to warp them off the shore. This had scarcely been accomplished when another severe pressure drove them again into shallow water, and we had not fortunately hauled off in time, it is probable that the ships must have lain aground all the winter. The work of sawing was recommenced, and after two or three days we succeeded in getting our ships into a position of comparative safety, although with only a foot or two of water to spare at low spring tides; but the water had now set in with a heavy severity, it was impossible to keep the people any longer employed at such work, without serious injury to their health, and their suffering from severe frost bites. On the evening of the 12th of October the ships were hove into their winter position, within 200 yards of each other. I was indeed most anxious to have taken the *Enterprise* some distance to the westward, but my attempt to leave the ships, under the circumstances of their situation, would have been highly injurious, and probably have led to some calamity; but the pack which sealed the harbour's mouth the night after we entered it, never admitted a chance of even a boat making her way out; and across the isthmus, as far as we could discern from the hills, the same extensive mass of heavy, hummocky ice, which

we had coasted along in search of an opening in the early part of September, was still pressed closely home against the north shore of North Somerset, and remained fixed there throughout the winter; so that if the *Enterprise* had been able to get out of the harbour, she could not have proceeded far, and would most likely have been compelled either to pass the winter in the pack, or to have returned to England, and thus have defeated all prospective measures for the assistance of our long absent friends. And although I could not but feel extreme disappointment at the experience we had been able to make during our first season, yet we had much to be thankful for in having been permitted to gain secure winter quarters at Port Leopold, a position that of all others was the most desirable, if any one spot had been selected for that purpose; being at the junction of the four great channels of Barrow Strait, Lancaster Sound, Prince Regent Inlet, and Wellington Channel, it was hardly possible for any notice of the position of the ships and depots of provisions were engraved, and then clenched round their necks, and then set them at liberty again, with the hope that some of these messengers might be the means of conveying intelligence to the *Erebus* and *Terror*, as the crews of these vessels would assuredly be eager for their capture. After several short preliminary journeys, in April and the early part of next month, to carry a small depot of provisions to the west of Cape Clarence and to the Cape of Seppings, I left the ships on the 15th of May, with a party consisting of Lieutenant McClintock and twelve men, with forty days' provisions, which, together with tents, clothes, blankets, and other necessities, were lashed upon two sledges. We were accompanied for the first five days of our journey by Captain Bird, in command of a large fatigue party, which increased our numbers to forty-two men, and two dogs. He would have been a valuable assistance still further, had I not felt that his presence at the ships would be more beneficial to the service in sending forth such other parties, and completing such further measures as I proposed should be adopted during my absence. A detailed account of this journey may be found in my journal; it may be sufficient here to mention that the examination of all the inlets and smaller indentations of the coast, in which any ships might have found shelter, occupied a large portion of our time, and cost us much labour; but it was necessary that every portion of the coast we passed along should be thoroughly explored. The north shore of North Somerset trends slightly to the northward of west, after passing the extreme north cape of America, a few miles beyond Cape Rennell; from this point it trends slightly to the southward of west, until after rounding Cape Henry, when it suddenly assumes a nearly southern direction. From the high land in the neighbourhood of Cape Buxton we obtained a very extensive view, and observed that the whole space between it and Cape Walker to the west, and Wellington Channel to the north, was occupied by very heavy, hummocky ice, whilst to the southward it appeared more favourable for travelling. I therefore determined not to divide the party as I had originally intended until we should find a more practicable point for their exertions. We, therefore, proceeded to the southward, tracing all the indentations of the coast, when our progress became much delayed by several of the parties becoming useless from lameness and debility, so that it proved most fortunate that I had not divided the force, which could only under such circumstances have terminated in the complete failure of both; for although the load of provisions was every day becoming less, the necessity of carrying two of the sufferers on the sledges, and the loss of the services of three others, who had only recently strength to walk behind, greatly increased the labour of the few who were now able to work. The examination of the coast was pursued until the 6th of June, when, having consumed more than half our provisions, and the strength of the party being much reduced, I was reluctantly compelled to abandon further operations, as it was, moreover, necessary to give the men a day of rest. But that the time might not be wholly lost, I proceeded with the *Enterprise*, and William Thompson, a seaman of greater endurance, to the extreme south point in sight of our encampment, distant about eight or nine miles. From this point we had so fine a view as fully to reward us for our additional labour, and the state of the atmosphere reflected that from the nature of the ice over which we, unencumbered, had travelled with comparative ease, could hardly have been accomplished by the party in one day, whilst it but too clearly had now set in with a heavy severity, it was impossible to keep the people any longer employed at such work, without serious injury to their health, and their suffering from severe frost bites. The extreme point of our operations is in latitude 72 deg. 38 N., and longitude 95 deg. 40 W. It is the west point of a small high head, or peninsula, of extending our reaches as far as Melville Island; but when about twelve miles from the shore we came to the fixed land ice, which had not broken away this season, and nothing but an uniform sheet of heavy ice was to be seen to the westward. We kept the ships near that which appeared to be the most probable spot, watching for any opening that might present itself, when a strong wind suddenly arising on the 1st September, brought the loose pack through which we had been struggling down upon, and closely beset the ships. At times, during two or three days, they sustained severe pressure,

and had not so many of our party broken down it might have been accomplished. We observed several small bays and inlets between us and the southernmost cape, of whose continuity we could not be assured at so great a distance, yet they are marked on the chart which accompanies this account of our proceedings, by which it will be perceived that a very narrow isthmus separates Prince Regent Inlet from the western sea at Crosswell and Brentford Bays. On our return to the encampment, I found they had all been well occupied during our absence. Lieutenant McClintock had taken some magnetic observations, which will be of great value from our being so near to the Magnetic Pole. Two of the party had cut through the ice, which they found to be eight feet thick, and fixed a pole, by which the state of the tides was ascertained; and all the rest that could work had erected a large cairn of stones on a high knoll just above the tents, in which a copper cylinder was placed, containing an account of our proceedings, and all necessary information for the guidance of any of Sir John Franklin's party that might be journeying along this coast. Although our resources did not admit of any further perseverance on our part, we could not but feel some satisfaction in the assurance, that if those of whom we were in search had at any time been upon the north or west coast of North Somerset, we must have met with some traces of them. The season for travelling in these regions had also passed away, the thaw having commenced; and had they abandoned their ships at Melville Island, they must have arrived on either of these shores long before this time, where they would have found us in the best possible position to render them assistance, and conduct them to our vessels. We set forward on our homeward journey on the evening of the 5th June, and, after encountering a variety of difficulties to which I need not now further allude, we reached the ship on the 23rd, the party so completely worn out by fatigue, that every man was from some cause or other in the doctor's hands for two or three weeks, and I am sorry to say that two of them are not yet recovered. I had walked in advance of the party to select the best road by which to cross the isthmus, and as soon as I got sight of the ships I was met by Captain Bird and Lieutenant McClintock, from whom I was greatly relieved to hear of the decrease of Mr. Henry Mathias, the assistant-surgeon of the *Enterprise*, of consumption, which had been deeply rooted in his constitution before leaving England. He was a promising young man, of great amiability of disposition, universally beloved and regretted. Several others of the crews of both ships were in a declining state, and the general report of health was by no means cheering. During my absence Captain Bird had despatched parties in several directions. One, under the command of Lieutenant Barnard, to the north shore of Barrow Strait; a second, commanded by Lieutenant Brown, to the east shore of Prince Regent Inlet; and a third, conducted by Lieutenant Robinson along the western shore of that inlet. The labours of these parties were of comparatively short duration; still they, like ourselves, all suffered from snow blindness, sprained ankles, and debility, especially that under Lieutenant Robinson, who extended his examination of the coast for several miles to the southward of Fury Beach. Although it was now too evident, from no trace of the absent expedition having been met with by these parties, that the ships could not have been detained anywhere in this part of the Arctic regions, yet I considered it proper to push forward to the westward, as we were as our ships should be upon their winter harbour. My chief hopes now centered in the efforts of Sir John Richardson's party, but I felt fully persuaded that Sir John Franklin's ships must have penetrated so far beyond Melville Island as to induce him to prefer making for the continent of America, rather than seek assistance from the whale ships in Baffin's Bay. Our crews, weakened by incessant exertion, were as the units of a shattered column, and heavy labour which they had yet to accomplish. The season at this place was so extremely backward, that hardly a pool of water was to be seen on the surface of ice which covered the harbour, except only along the line of gravel, which had been spread out towards the harbour's mouth during the winter, and there appeared but small prospect of any release this season. All hands that were able commenced with saws extending the breadth of the canal, so much as to admit the ships to pass down it towards the point of the harbour, a distance of rather more than two miles. These labours were continued until the 15th August, when, the canal being nearly finished, the harbour ice divided along its line into two nearly equal parts, and thus saved us a few days' work; but the ice to seaward remained to all appearance as firmly fixed as during the winter, but we could perceive it was wasting away close along the shores, and it was not until the 28th August that we succeeded in getting clear of the harbour. Before leaving Port Leopold, I had caused a house to be built of our spare spar, and covered with such of our housing cloths as we could dispense with, and for which we could find a substitute if needful, leaving also twelve months' provisions, fuel, and other necessities, together with the *Investigator's* steam-engine and launch, which had been lengthened seven feet for the purpose, and now formed a fine vessel, capable of containing the whole of Sir John Franklin's party to the whale ships, or ourselves, should any calamity befall our ships in their progress to the westward. We now proceeded towards the north shore of Barrow Strait, for the purpose of following up the examination of Wellington Channel, and, if possible, of extending our reaches as far as Melville Island; but when about twelve miles from the shore we came to the fixed land ice, which had not broken away this season, and nothing but an uniform sheet of heavy ice was to be seen to the westward. 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